

## IN THE CLAIMS

Please amend the claims to read as follows:

### Listing of Claims

Claim 1 (Cancelled).

2. (Previously Presented) The piloting system as claimed in claim 14, wherein said satellite-based positioning function is linked with a satellite-based positioning system.

3. (Previously Presented) The piloting system as claimed in claim 14, wherein said information sources comprise a flight management computer.

4. (Previously Presented) The piloting system as claimed in claim 3, wherein said information sources comprise a plurality of sensors which are connected to said flight management computer.

5. (Previously Presented) The piloting system as claimed in claim 14, wherein said information sources comprise, moreover, an inertial reference unit which determines a first position indication of the aircraft.

6. (Previously Presented) The piloting system as claimed in claim 5, wherein said inertial reference unit provides said first position indication to a flight management computer, which transmits this first position indication to said landing aid multimode receiver.

7. (Previously Presented) The piloting system as claimed in claim 5, wherein said inertial reference unit provides said first position indication directly to said landing aid multimode receiver, by way of a specific link.

8. (Previously Presented) The piloting system as claimed in claim 7, wherein said satellite-based positioning function is linked with a satellite-based positioning system, which determines a second position indication, and wherein said landing aid multimode receiver determines on the basis of said first and second position indications a first refined position indication.

9. (Previously Presented) The piloting system as claimed in claim 5, which comprises a satellite-based positioning device which determines a third position indication which it provides to said inertial reference unit, and wherein said inertial reference unit determines a second refined position indication on the basis of said first and third position indications.

10. (Previously Presented) The piloting system as claimed in claim 9, wherein said inertial reference unit provides said second refined position indication to a flight management

computer, which transmits this second refined position indication to said landing aid multimode receiver.

11. (Previously Presented) The piloting system as claimed in claim 9, wherein said inertial reference unit provides said second refined position indication directly to said landing aid multimode receiver, by way of a specific link.

12. (Currently Amended) The piloting system as claimed in claim 5, ~~wherein the which-~~  
~~comprises a satellite-based positioning function device which~~ determines a fourth position indication which it provides to a flight management computer, wherein said inertial reference unit provides said first position indication likewise to said flight management computer, and wherein said flight management computer determines, on the basis of said first and fourth position indications, a third refined position indication, which it transmits to said landing aid multimode receiver.

13. (Previously Presented) An aircraft, which comprises the piloting system specified under claim 14.

14. (Previously Presented) An aircraft piloting system, at least for piloting an aircraft during a non-precision approach with a view to a landing, said piloting system comprising:

information sources that provide at least one indication of position relating to the actual position of the aircraft;

a data base containing information for forming a virtual approach axis;

an information processing unit that processes information emanating from said information sources, wherein said information processing unit comprises a landing aid multimode receiver, which includes a satellite-based positioning function, that implements a precision approach providing horizontal and vertical guidance before and during landing by presenting the pilot with lateral deviation of the aircraft with respect to an approach axis and vertical deviation of the aircraft with respect to a descent plane, wherein said information processing unit moreover comprises an assisted approach mode function, which is integrated into said receiver and implements a non-precision approach, by determining the lateral and vertical deviations between the actual position of the aircraft and the position that the aircraft would have if the aircraft were on said virtual approach axis; and

a user device that uses the information provided by said landing aid multimode receiver to support the guidance of the aircraft up to its landing, so as to cancel the lateral and vertical deviations, wherein:

the same guidance laws are used both for the precision mode and the non-precision mode, a plurality of assisted approach modes are possible for the non-precision approach, the pilot may select one of the assisted approach modes, and the virtual approach axis is representative of the assisted approach mode selected by the pilot.

15. (Previously Presented) The aircraft piloting system of claim 14, further comprising:

a flight management computer that transmits information regarding the threshold position of a landing strip and the angle of descent of the aircraft to the landing aid multimode receiver, wherein:

the landing aid multimode receiver uses the received threshold position information and angle of descent information to characterize a virtual approach axis that is representative of an assisted approach mode selected by the pilot.

16. (Previously Presented) An aircraft piloting system, at least for piloting an aircraft during a non-precision approach with a view to a landing, said piloting system comprising:

information sources that provide at least one indication of position relating to the actual position of the aircraft;

a data base containing information for forming a virtual approach axis;

an information processing unit that processes information emanating from said information sources, wherein said information processing unit comprises a landing aid multimode receiver, which includes a satellite-based positioning function, that implements a precision approach providing horizontal and vertical guidance before and during landing by presenting the pilot with lateral deviation of the aircraft with respect to an approach axis and vertical deviation of the aircraft with respect to a descent plane, wherein said information processing unit moreover comprises an assisted approach mode function, which is integrated into said receiver and implements a non-precision approach, by determining the lateral and vertical deviations between the actual position of the aircraft and the position that the aircraft would have if the aircraft were on said virtual approach axis; and

a user device that enables use of the information provided by said landing aid multimode receiver to support the guidance of the aircraft up to its landing, so as to cancel the lateral and vertical deviations, wherein:

the same guidance laws are used both for the precision mode and the non-precision mode, a plurality of assisted approach modes are possible for the non-precision approach, the pilot may select one of the assisted approach modes, the virtual approach axis is representative of the assisted approach mode selected by the pilot,

said information sources comprise, moreover, an inertial reference unit which determines a first position indication of the aircraft,

said inertial reference unit provides said first position indication directly to said landing aid multimode receiver, by way of a specific link, and

said satellite-based positioning function is linked with a satellite-based positioning system, which determines a second position indication, and wherein said landing aid multimode receiver determines on the basis of said first and second position indications a first refined position indication.